

Maryland Historical Trust

Maryland Inventory of Historic Properties number:

M:27-21

Name:

#15023/MD 182 OVER BATCHELOR'S RUN

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____	

Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

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MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. M:27-21

NAME AND SHA NO.: 15023

LOCATION

Road Name and Number: MD 182 over Batchellor's Run

City/Town: Norbeck X vicinity

County: Montgomery

Ownership: X State County Municipal Other

Bridge projects over: Road Railway X Water Land

Is bridge located within designated district?: yes X no
 NR listed district NR determined eligible district
 locally designated other
Name of District

BRIDGE TYPE

- Timber Bridge
 Beam Bridge Truss-Covered Trestle Timber-and-Concrete
- Stone Arch Bridge
- Metal Truss Bridge
- Moveable Bridge
 Swing Bascule Single Leaf Bascule Multiple Leaf
 Vertical Lift Retractable Pontoon
- Metal Girder
 Rolled Girder Rolled Girder Concrete Encased
 Plate Girder Plate Girder Concrete Encased
- Metal Suspension
- Metal Arch
- Metal Cantilever
- X Concrete
 Concrete Arch Concrete Slab X Concrete Beam Rigid Frame
 Other Type Name 632

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DESCRIPTION

Describe the Setting:

Bridge 15023 carries MD 182 over Batchellor's Run in eastern Montgomery County. Situated in part of Maryland's Piedmont physiographic zone, MD 182 stretches generally from north to south. Batchellor's Run flows in a southeastern direction. Scattered dwellings stand amongst mature trees in the predominantly rural area around the bridge.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

A single-span, concrete-beam bridge, Bridge 15023 supports two traffic lanes and concrete balustrades. The span measures 26 feet long while the bridge carries a 27 foot clear roadway. Concrete abutments and wing walls undergird the superstructure. W-beam guardrails have been attached to three of the four bridge approaches.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

Inspection reports do not indicate that any major alterations were undertaken on Bridge 15023.

HISTORY

When Built: 1931

Why Built: Unknown. Construction of Bridge 15023 occurred after the State Roads Commission completed their primary and secondary road building programs.

Who Built: State Roads Commission

Who Designed: Unknown

Why Altered: Not applicable.

Was this bridge built as part of an organized bridge building campaign?: No, historic documents do not indicate that this bridge was erected as part of an organized building campaign.

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SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☐ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Research has not identified any significant events or trends in Maryland or local history that contributed to Bridge 15023's construction.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Construction of Bridge 15023 had a negligible impact on the surrounding area's development and growth.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, Bridge 15023 does not appear to be located in an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type. Although most of its character defining elements survive with good integrity, the structure is a commonplace example of a common type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Despite evidence of spalling, cracking and scaling of many super- and substructure elements, Bridge 15023 appears to retain good integrity of its character defining elements. Inspection records do not indicate that any prior insensitive repairs or major alterations have occurred to the bridge.

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Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

Although probably a variant of the State Roads Commission's 1930 standard plan for concrete girder bridges, Bridge 15023 is neither a significant example of that type nor of the Commission's bridge construction efforts in general.

Should this bridge be given further study before significance analysis is made, and why?

No. Further study is unlikely to reveal any additional information linking Bridge 15023 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction.

BIBLIOGRAPHY

Maryland State Highway Administration

As-Built Drawings. On file at 707 North Calvert Street, Baltimore.

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

Spero, P.A.C., & Company, and Louis Berger & Associates, Inc.

1994 *Historic Bridges in Maryland: Historic Context Report*. Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland

1933 *Financial Report of the State Roads Commission of Maryland for the Years 1929 - 1930 - 1931 - 1932 and Addenda 1933*. Baltimore.

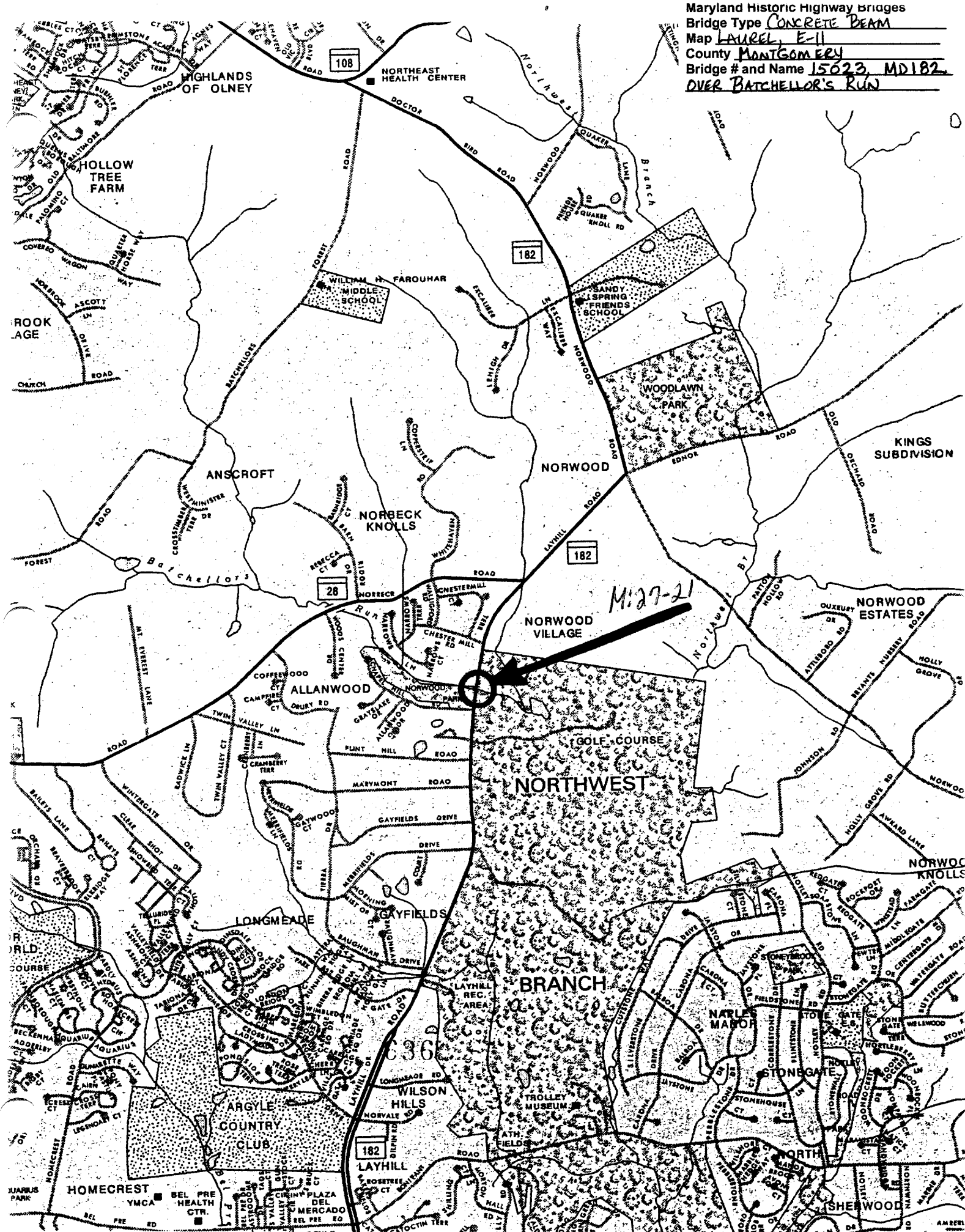
1958 *A History of Road Building in Maryland*. Baltimore.

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart
Organization: KCI Technologies, Inc.
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Date: 13 May 1996
Telephone: (717) 691-1340

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map LAUREL, E-11
County MONTGOMERY
Bridge # and Name 15023, MD182
OVER BATCHELOR'S RUN





Inventory # M:27-21

Name 15023-MD182 OVER BATCHELLOPS RUN

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHN

Description APPROACH NORTH

Number 1 of 4
~~18~~ ~~35~~



Inventory # M: 27-21

Name 15023 - MD 182 OVER BATCHELORS RUN

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION EAST

Number 2 of 4
35



Inventory # M:27-21

Name 5023-MD 182 OVER BATCHELORS RUN

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH SOUTH

Number ³ ⁴ 20 of 35



Inventory # M: 27-21

Name 15023- MD 182 OVER BATCHELORS RUN

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION WEST

Number 4 of 4